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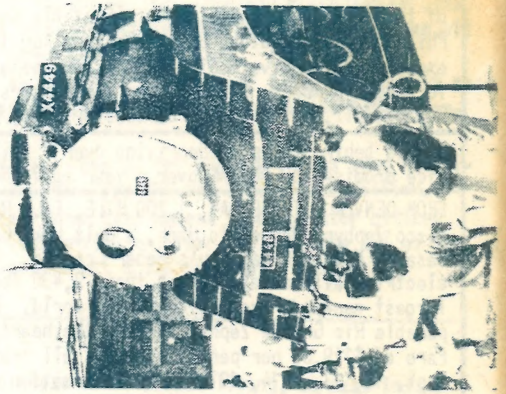

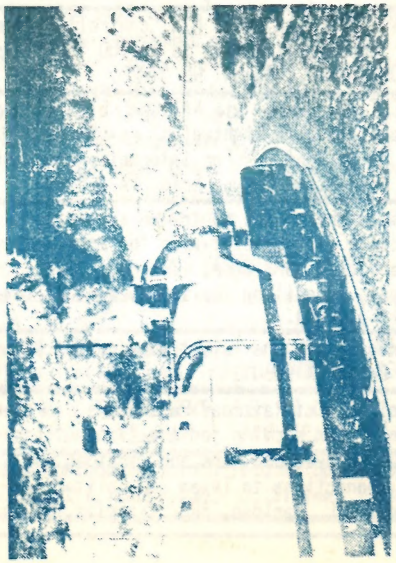

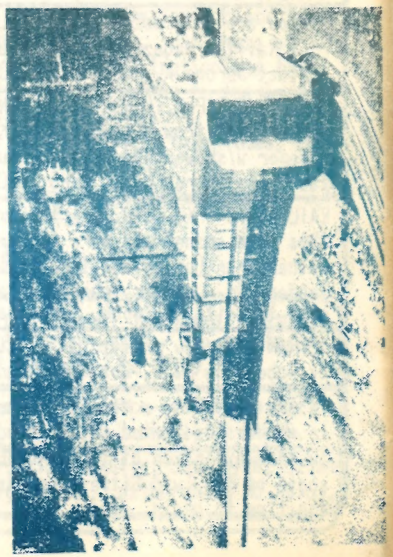

4449 photos by Bob Glover

RAIL TRAVEL NEWS

35¢

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JULY 1975
Issue #111

LETTERS

In your last issue, the article comparing the SUPER CONTINENTAL and the CANADIAN was great. I made an 8000-mile Canadian trip last summer (westbound on CANADIAN, eastbound on SUPER CONTINENTAL) and am in complete agreement with Mr. Roller's analysis. The CANADIAN is the "Eighth Wonder of the World." It is far superior today to the CZ in its heyday...

Bill Staiger

Harrisburg, Pennsylvania

Apropos the CALIFORNIA ZEPHYR revival, I don't feel there is any reason to be for or against corridor or cruise trains. They are different and serve different clientele with different needs. The questions are only: can it be done well, and will it sell. I believe the CZ did sell well, and would again. Amtrak cannot use the same equipment on corridor and cruise services anyway, so we are not robbing one to pay the other anyway.

John W. Turner

Lafayette, Louisiana

Frankly at present America needs the CALIFORNIA ZEPHYR as much as she needs another overnight train thru West Virginia. America, however, does need more and improved service in the short to medium distance corridors..., offering not only coach but also first class day service and both economy and first class sleeper service in the longer corridors...

Please do not feel that I am totally opposed to "cruise" trains, but I don't think they should be given top priority. Instead it should be given to further improvement of our present corridor routes and development of new ones, and then improving our existing long haul routes.

Arthur J. Malestein

Cornwells Heights, Pennsylvania

I am one of your readers who experience, 2 or 3 roundtrips a year, the shock and irony which you note on page 7 (last issue) with the statement that "Amtrak's lowest-rated long distance train joins up with and exchanges cars with its highest-rated..."

I am aware of the psychological tendency to magnify misfortunes which befall ourselves and have, accordingly, tried to be objective. My observations, however, lead to the inescapable conclusion that the LAX-NYC sleeper is generally the poorest sleeper in the SOUTHWEST LIMITED consist. I have been routed out of bed in the middle of the night in the middle of Kansas because the car had to be cut out. I have made the entire Los Angeles to St. Louis trip with a non-functioning toilet in my roomette. I have lost score on the absence of 110v power for my shaver. During the summer I have been without air conditioning and, conversely, without heat one winter. On several occasions my roomette could only be described as filthy. About a month ago I awakened to the pitch-roll-and-bump which I personally find comforting and, raising the curtain to see the countryside by moonlight, discovered that we were at a complete stop in the Barstow yards (a bad generator, I was told).

The most conspicuous shock which results from the Kansas City changeover is in the dining and lounge cars--both equipment and personnel. The personnel, especially the stewards, might have been trained on different planets. On a recent trip a former Penn Central steward entertained himself by openly, and most disparagingly, mimicking his dining passengers! I do not know whether he was a confirmed misanthrope or a misguided comedian, but to put it mildly, his performance was inappropriate. Thank goodness the Crown Center Hotel opposite the KC Station can be used during the layover to avoid the diner on the Kansas City-St. Louis portion of the trip. On the other hand, I have generally found the MoPac operating crews to be patient, friendly and pleasant. They have done an outstanding public relations job.

Lest I be written off as an irreconcilable fault-finder, let me add that, overall, I see abundant evidence that Amtrak is trying to upgrade service and has generally done so...

E. Harry Beltzig

Salinas, California

Don Steffee is correct as to station time for European trains (RTN, 1st June issue), but he overlooks the self-loading and self-unloading of passengers who open and close doors and rarely see a trainman unless they want to. Destinations of each car are carried on the sides, with exceptions in Austria, Switzerland, and other shorter-haul services. Even luggage and baggage is sometimes loaded thru windows, something which has not been seen since WWII days at Trenton, New Jersey!

William C. Kessel

Hamburg, New York

This is to support the revival of the CALIFORNIA ZEPHYR. Adequate train service consists of "corridor" and "longhaul" service, the latter including service to prime tourism areas such as Colorado. A study commissioned by a Canadian airline shows that 40% of people over age 15 seriously worry about flying. Driving long distances or being constrained to a narrow bus seat over an extended period of time is beyond the physical capabilities of many, especially the elderly. By 1980, close to 20% of our population will be 55 years or older.

C. R. Curjel

Seattle, Washington

I was most interested to learn from your train rating responses (last issue) that in the Corridor category the MERCHANTS LIMITED placed highest. ...For your information the well-spaced seats in refurbished coaches with large train windows, the parlor car and the diner will soon be replaced by 84-seat coaches with small windows and 4-inch knee room, no parlor car for the time being and no diner for a long time, if ever. It will be interesting to learn how riders on the new MERCHANTS, which will lose its name also and be identified by a number, compare the two models. Efficiency, economy and dull uniformity continue to reduce this country to the lowest common denominator. Alas!

Samuel E. Stokes, Jr.

Alstead, New Hampshire

ON THE COVER:

June 23, and ex-SP Daylight engine 4449 is eastbound in the High Sierra, heading for Chicago and a rendezvous with the Freedom Train, which it will pull on the remainder of its nationwide tour. This Directors Special, with paint-matched engine, tender and heavyweight, plus 3 SP passenger cars, is heading for Ogden on the SP. The front cover photo and two on the rear form a sequence, as the train emerges from a tunnel (not visible) in the Sierra, and rounds a curve. The fourth photo shows the engine on display in Sacramento, CA on June 22. See article and another photo on page 12. Photos from Ektachrome slides by Bob Glover. (See August issue of Trains Magzine for a color photo of this engine.)

RAIL STRIKE DEADLINE EXTENDED ONE WEEK

On July 17 a time extension of one week was granted in the negotiation period in the wage settlement of the Rail Clerks union. If a strike comes, it could occur at 12:01am July 28. The union has indicated that a strike would be selective, and has ruled out striking the bankrupt railroads. At the same time, there is the threat of a postal strike on July 21, the scheduled mailing date of this issue.

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AMTRAK DISPLAYS ITS NEW METRO-SHELL CARS

The following is the text of an Amtrak press release dated July 8:

"Amtrak scheduled a 19-day tour today which will put the first of its new high-performance 'Amfleet' passenger cars on public display this month in 8 locations between Boston and Washington DC. Amtrak President Paul H. Reistrup expects to put the first of the new cars into service later this summer on runs between Philadelphia and Boston and between Washington and Boston. The public tour will open at Boston's South Station on Thursday, July 10 and close in Washington on July 31. Amtrak announced the following schedule:

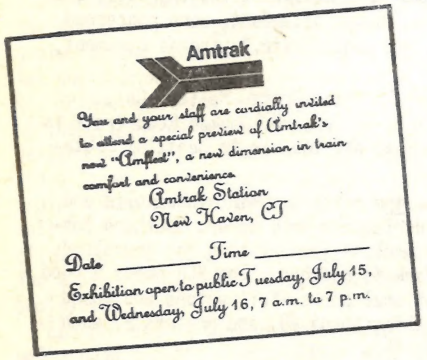
Boston (South Station) July 10-11-12
Providence (Amtrak Station) July 14
New Haven (Amtrak Station) July 15-16
New York (Grand Central Station) July 17-18-19
New York (Pennsylvania Station) July 21-22
Philadelphia (30th Street Station) July 23-24-25
Baltimore (Amtrak Pennsylvania Station) July 27-28
Washington (Union Station) July 29-30-31

"The tour will take the new passenger coaches into most cities served by Amtrak in the Northeast Corridor except for those like Newark, Trenton and Wilmington where lack of adequate parking track prevents their display. The new cars will be open to public inspection in each city from 7am to 7pm on weekdays and from 9am to 6pm where the display occurs on Saturday or Sunday. Amtrak representatives will be available at each location to explain the features of the new cars and to describe Amtrak's plans for putting the equipment into service as substantial numbers of the new cars become available. Amtrak will take delivery on 492 of the stainless steel, all-electric Amfleet cars from the Budd Company of Philadelphia the next 24 months at a rate of one almost every working day. By Jan. 1, 1976, the new cars will have replaced older conventional cars on most of Amtrak's non-Metroliner day service in the Northeast Corridor. Later, the new cars--configured for long-distance travel--will appear on most Amtrak routes on the eastern seaboard. The first cars to make their appearance will be the Amcoach, which will be on display during the July tour and the Amcafe car, a combination coach and food service car. The Amcafe cars are designed to be manned by from one to three attendants and are capable of providing a wide variety of meals and beverages from simple snacks to hot dinners.

"All of the new cars are designed to operate at speeds up to 120mph. They combine the latest in modern technology with proven design concepts to insure maximum comfort, reliability and safety. Spokesmen for Budd Company called the cars 'the most advanced' of the more than 8000 passenger cars built by the veteran car building firm since 1936. Amtrak President Reistrup, following successful tests of four of the new cars at the DOT's test facility at Pueblo, Colo., said the Amcoaches 'may have the finest ride qualities of any railroad car in the world.' The fleet of 492 cars will cost $192 million. However, because of higher reliability and capacity and greater flexibility of interior design, the Amcoaches will replace a larger number of the elderly conventional passenger cars which Amtrak inherited from the railroads when it took over passenger service 4 years ago. In particular, the new cars are expected virtually to eliminate the air conditioning, heating and other mechanical failures which have plagued Amtrak and its passengers for the past 4 years...

"All air conditioning, heating and other auxiliary services on the Amfleet cars is electrically operated and powered either from the locomotive or from a special power generator car. Air conditioning will be provided by two independent six-ton units located above the ceiling of each car. Heating is both by overhead units and electric heaters located along the side walls and the floor. Each car has special thermal and acoustical insulation throughout to minimize heat loss

and to maintain an exceptionally quiet interior. Floors, lower wall and ceilings are carpeted. Seats are fully reclining and rotating. A fold-down tray table is located in the back of each seat. The seats are mounted on tracks allowing for varied spacing for long or short-distance travel. Cigarette smoke is exhausted at its source thru a duct over each seat in the overhead luggage rack. Each car has its own sound system. The cars are constructed of stainless steel with curved sides. The strength of each car equals or exceeds all safety requirements. To assure a smooth and quiet ride, the new cars are equipped with air suspension systems and hydraulic shock absorbers and disc brakes."



DISPLAYING THE AMCOACHES

The invitation shown at left is one of about 3000 sent from the Hartford, CT Amtrak sales office for the current exhibition of the "Amfleet" of metro-shell cars. The cars on exhibit, reports Bill Sample, are 84-seat coaches 21016, 21015 and 21017, plus generator car 1297, named "Auto Haven," for lights and air conditioning. Thousands of visitors turned out for the display in various cities.

AMTRAK SUPPORTS BIG TRACK UPGRADING PLAN

Amtrak President Paul Reistrup, testifying before the Transportation & Commerce Subcommittee of the Committee on Interstate & Foreign Commerce of the House of Representatives on July 9, strongly endorsed a proposal for $700 million to start immediately a national roadbed and track improvement program. The plan covers 17 locations in the U.S. where track is seriously deteriorating. Reistrup said that there hasn't been a single program of track work since Amtrak took over that has enabled it to improve its basic schedule times. He pointed out that over $525 million in new equipment has been ordered or received, but "the federal government is not going to get full value received for the investment in new, high-speed equipment unless track is improved. The whole economy is going to pay a steep price if this country's rail plant is permitted to fall into further disrepair."

The largest single item is $138 million for the San Diego-L.A. route to eliminate 25 grade crossings, reducing the "extreme hazards involved in ... operations at speeds of up to 90mph." Next biggest is $100 million for PC track Louisville-Chicago via Indianapolis & Kankakee. $15 million is for Dallas-Houston work on the SP (see page 13). The other projects are (in millions of dollars): Chicago-Detroit, $85; Pittsburgh-Chicago $65; Pittsburgh-St. Louis $70; Chicago-St. Louis on ICG, $$45; Post Road-Rensselaer (PC, Empire Service), $4; Carman-Hoffman (ditto) $4; Boston-Albany on PC, $40; Temple TX to Taylor Cutoff, $2; Cincinnati-Indianapolis, $50; Seattle-Portland, $35; Access to Cincinnati Union Terminal, $3; Chicago connection on ICG & PC, $9; White Sulphur Springs-Huntington, $30; and San Antonio Station (MKT), $5.

LATE NEWS FLASH: A tentative settlement of the Railways Clerks contract was announced on July 18. The chairmen of the union are expected to ratify the pact on July 22, thus averting the threatened railroad strike.

THE READERS COMMENT

More excerpts from our train rating survey

EMPIRE BUILDER: "The lounge attendant was, at best, disinterested. No amount of tipping seemed to shake him from his lethargy. The lounge was under-utilized. While physically very pleasant, it lacked small amenities which can add so much to train-time's relaxed hours: no magazines, children's books or stationery--or route maps and other train-specific literature. On the positive side: Excellent dining service--courteous, with tasty, attractive food. All equipment was operative and very clean. All service people, except for the lounge attendant, were concerned and courteous. Operating personnel were kind and considerate." (Thomas Beaumont, Minneapolis, MN).

"Big dome is a plus (but lexan front windows)." (Peter Bretz, Malibu, CA).

"Excellent menu selection. Great dome can't be beaten. Milwaukee Road track is well maintained. Why not switch to Milwaukee Road all the way to Seattle?" (Stephen E. Morse, Marshall, MN).

NORTH COAST HIAWATHA: "It runs what is to me the route between Minneapolis and Spokane--beautiful, even spectacular viewing during the trip across Southern Montana and far superior to the EMPIRE BUILDER's endless journey thru the grasslands farther north until the vicinity of Glacier Park is reached. The NCH needs a good push--it has scenery and a couple of great national parks--Yellowstone and Grand Teton--going for it. Amtrak seems to have a thing about #9, and prefers #7 much more. Why?" (Arthur E. Gruber, East Rockaway, NY).

"This tri-weekly train covers the more scenic route of the two northern tier trains, as it winds its way thru the Yellowstone River Valley. Air conditioning problem in the dome lounge "Silver Veranda" on the second day out was fixed by the crew that got on at Missoula. The diner, according to the steward, did not have the necessary equipment to accept charge cards... The placing of a square-end dome lounge observation car in the middle of the consist is an affront to me, but perhaps the best location for a lounge." (William F. Dennehy, Lexington, KY).

"I have been extremely disappointed in the dining car crews and service that I have experienced on my two short rides on this train. In both cases the food was poorly prepared and in one case the crew was a complete set of bizarros, from the steward down." (Andrew Wilson, Palos Verdes Estates, CA).

RIO GRANDE ZEPHYR: "The RGZ is superior to any Amtrak train I've ever ridden. the ZEPHYR is spotlessly clean (dome windows included!) and has fabulous food and service. This train cannot, must not be discontinued. Ever! Sometime during his life, every American should ride it. If I were the Governor of Colorado, I'd make a trip on this train a required part of the education of every child in the state." (Paul McVey, Benbrook, TX).

"This is what I believe to be the best train running in the U.S. today; the service is superlative in every category. A German housewife was also very impressed with this train; she said that she liked it even more than she liked Deutsche Bundesbahn's RHEINGOLD EXPRESS!" (Andrew Wilson, Palos Verdes Estates, CA).

"The bedroom I occupied was dirty. Soiled tablecloths and a belt were on top of the restroom where luggage belongs. Old used soap was dried to the drinking faucet drain. Trash had not been removed. No help was offered boarding or getting off train. Room had hardly any working lights. Sink in washroom was in bad order. Employee over the phone was very rude. Food was good and scenery nice. The rest, ugh!" (Hubert S. Hanrahan, Kansas City, MO).

"A very fine train, a great way to relax and enjoy oneself. Extremely well-run." (Tom Smith, Wilmington, DE).

"I found the food expensive as compared with Amtrak--and not of higher quality either. Cars poorly maintained as compared with Western Amtrak trains: non-functioning air conditioning; dirty and ripped upholstery; non-functional plumbing. It is a travesty that there is no promotion of this train." (Amtrak employee).

"The RGZ is growing a bit seedy. It's a marvelous ride, tho. The statement of one of the train officials that D&RGW is going to show Amtrak how to run a train is a bit presumptious, since operating one train three times a week with no sleepers is child's play." (George M. Jenks, Lewisburg, PA).

"Dome windows were filthy, obscuring views. New schedule prevents westbound connection with SFZ. RGZ not advertised at all, to my knowledge." (M. A. Blunker, Fresno, CA).

SAN FRANCISCO ZEPHYR: "The food on the SFZ would be excellent if the jerks in the diner were conscientious--i.e., supervision needed--and the guts to fire the goof-offs and then take the resulting heat. Weber Canyon is astoundingly beautiful and Amtrak goes thru at night. On the other hand, the UP is faster than the Rio Grande and surprisingly, a lot of people get on in places like Laramie, Rock Springs, Cheyenne and Green River. Very few people get on the Rio Grande in the western portions of its route (Provo, Price, etc.). Community support like the above is an important consideration. As with an Western (non-corridor) Amtrak train, there is virtually no promotion of the service. The Ford-Nixon gang tells Amtrak that people won't ride long distance trains and at least the Lewis clique believes them and refuses to authorize requested advertising funds for the West. (And, believe me, funds have been requested quite often.)" (Amtrak employee).

"Eastern end of CB&Q reminded me ot Pennsy, but western end was smooth and I got a good night's sleep. Diner very inefficient--ex-CZ 48-seater and ex-GN chuckwagon both backed up on Thursday evening in early June--diner was full of cookingsmoke. Entire lounge space on train was 2 tables at end of chuckwagon--rest of car was serving as a diner." (Philip J. Mulligan, Philadelphia, PA).

"Train crew always curt and rude. Dining crew just the opposite--usually cheerful and friendly. No dome lounge on two out of five trips." (A. C. Field, Jr., Chicago, IL).

"Train suffers from the scheduling problems that have been discussed in RTN recently. Not very bad, not distinguished either." (Arthur E. Gruber, East Rockaway, NY).

"The train crew men did their job and nothing more. The service in the diner was deplorable. We either had a young waiter, most likely making his first trip, who didn't know whether the entree or the soup came first, or an old waiter who didn't care about his service. The food was good, altho the service detracted from it. As for the cars on the train, I would rate a "1" as too high a credit. This service is not advertised, and with the experiences I had aboard this train I would notadvertise it either if I were Amtrak." (Reader, El Cerrito, CA).

"Smoking regulations were poorly enforced. On one trip two train men smoked at length directly under the 'No Smoking' sign. The Oakland-Chicago running time is excessively slow." (James Lusk, Berkeley, CA).

"...east of Denver I was tossed like a pancake on a griddle. The occupant of the upper, who is not a squeamish person, found the trip a terrifying experience. Westbound, with a superb crew, all passengers were promptly served in a 24-seat diner lounge, while eastbound an incompetent crew in a 36-seat dining car were unable to handle the passengers satisfactorily." (Danny Vaccaro, Great Neck, NY).

NATIONAL LIMITED: "It is undoubtedly one of the worst if not the worst train in the Amtrak system. Its equipment appears as if it were found in a junkyard. The entire consist often operates with no A/C in the summer and in winter the cars are either vastly overheated or freezing cold. The train's scheduling on the westbound run is a disaster. It departs the high-potential cities of Columbus, Dayton and Indianapolis in the wee hours of the morning... The on-board em-

ployees, especially the dining car crews deserve special mention. They usually appear to be graduates of Penn Central's 'School of Courtesy and Charm.' The track and roadbed are in terrible shape, except on MoPac. The resulting ride ranges from uncomfortable to downright freightening... It is most obvious to even the most casual observer that 'Elephant Plaza' doesn't give a damn about the NATIONAL LIMITED." (Alan L. Buck, Greenwood, IN).

"The dining car closed at 4:30pm (at Harrisburg, going east) even tho the train was 5 hours late. If the train is to arrive in New York at 9pm, passengers should be able to eat at least until 7:30." (Stephen Linde, Roslyn Heights, NY).

"Amtrak's lack of interest in this train is evident. On a trip this long some sort of specialty equipment (lounge, observation, etc.) is needed. The crew is also disinterested. A route with better track must be selected." (Bert Barry, Clayton, MO).

"The food wasn't bad before the chef got his hands on it." (Amtrak employee).

" Needs dome and daily lounge. St. Louis Union Station bad; should build new station near riverfront." (Lauren R. Wood, Jefferson City, MO).

"MoPac conductor D. J. Scheppers a young, pleasant, positive public relations asset. Club car attendant Randy Spence most pleasant and accommodating. Both worthy of commendation. Dining: Sorry, no roast beef sandwich--no roast beef. Sorry, no turkey sandwich--no turkey. Steward hoped he could get some aboard in St. Louis.This was the most uneventful trip I have had in a number of years equipmentwise, which is a tribute to Amtrak's efforts which I heartily support and endorse. Previous trips have been punctuated by such experiences as being routed out of bed in the middle of the night in the middle of Kansas to change sleeping cars; no toilet facilities in my roomette from LAX all the way to STL; no alternating current in car; incredible discourtesy and inefficiency in diner, etc. etc. Things do look better, and now, with a railroad man as president, I have renewed hopes for Amtrak." (E. Harry Baltzig, Salinas, CA).

COAST STARLIGHT: "Our reserved seats were occupied when we boarded. Porter took pillow from our young child one hour before L.A. arrival, while she was sleeping!" (Charles L. Curry, Downey, CA).

"Food good, but dirty silverware and bare tables at breakfast. Equipment good but needs dome." (Peter Bretz, Malibu, CA).

"Dining crew didn't seem to care about giving service. Should be a dome or observation, expecially S.F.-L.A." (Stephen E. Morse, Marshall, MN).

"I'm disappointed to see Amtrak's 'best' train degenerate markedly in a very important aspect of on-board service--food. The quality of food ... can only be described as near-abysmal, and seems to be largely the result of the lack of provisioning en route. I recently ordered 'roast potato' and got a sort of thick white water that dripped between the prongs of my fork--stretched-out instant mashed potatoes. This kind of thing cannot be tolerated... There is no capitalization on the beautiful scenery in Amtrak's advertising... There are no route guide booklets on board the train that might indicate a pride in its spectacular route, on which, incidentally, dome cars are needed." (Roger Hooson, Santa Cruz).

"The food itself is excellent and reasonably priced, but it's almost impossible to get to without a 2-3 hour wait in a smoke-filled lounge car. Track ought to be straightened so train could go faster. We can understand slowing down in the hills, but why poke along sl slowly between Paso Robles and San Jose?" (Reader, Pico Rivera, CA).

"This train is much too crowded, and the dining and lounge cars inadequate for the patronage, plus Amtrak needs to improve its methods of handling large crowds. Should have an ex-PRR twin-unit diner, or an economy cafe lounge among the coaches... When it is very crowded, Amtrak should use a CN-style reservation system giving everyone an assigned sitting time. The present system of making passengers wait in the lounge spoils the entire trip. Another train might help. Particularly wecome would be an overnight L.A.-S.F. schedule." (Tom Smith, Wilmington, DE).

"Could use a full dome car." (R. L. Skinner, Jr., Troy, MI).

FLORIDIAN: " (Dining crew) rude and crude especially in the lounge car in the morning. No coffee to be found on the train except the coffee the crew was drinking!! The Monon tracks are great. Hope Amtrak will keep the train on this route." (T. E. Fitzgibbon, Jr., Louisville, KY).

"From Jacksonville north the train should do anything but what it does. Send it thru Atlanta, Macon, Savannah or via Albany, Georgia but anywhere besides the rough L&N/SCL. The service is needed, indeed even two trains wouldn't hurt, but as it is I heard over a dozen comments (by actual count) such as 'Never again'. North of Nashville and five Alka-Seltzers later we found the old C&EI. Ahh heaven! Aahh sleep!" (Robert W. Mann, Jacksonville, FL).

"Equipment fluctuates on this train, but usually good. Crews exceptionally good on L&N. Promoted well in Chicago. Dining service is good. On-time performance is poor, however." (Keith White, Memphis, TN).

"FLORIDIAN was a rolling disaster area. I have never experienced malfunctioning of equipment on such a grandiose scale. Never have I been on a train where the heat failed. The equipment was good if repaired... Unfortunately, almost every car had at least one thing wrong with it. There was no person on the train work force who was very optimistic and all seemed very long-suffering. The PSR was not very helpful because it was her third revenue trip and she had worked the SOUTHWEST LIMITED on the first two. She was heard to say 'Nothing like this ever happened before.' She blamed the 'old equipment' when it was the steam boilers on the SDP40's that had failed. I arrived in Chicago 3 hours late, dirty, cold and very disgruntled. I wouldn't recommend this train to my worst enemy." (David Crossman, Philadelphia, PA).

JAMES WHITCOMB RILEY: "Crew very pleasant. Full diner needed--counter car used on this trip. Outside Chicago we were systematically rocked by 'children' just out of school. I had to take cover in the dome car. One misguided youth even fired an air rifle at the train. This type of thing must be controlled. I was told by a cr3w member that the police in the area did nothing to control this practice." (Paul F. Frantz, Milwaukee, WI).

"Crew gave fine service, but they shouldn't sit and smoke in lounge seats. Food excellent qualjty, but needs more variety. C&O route much better and smoother than PC." (Stephen E. Morse, Marshall, MN).

"Train is far superior to what was shown on CBS's "60 Minutes" a while back. The cars were clean. The air conditioning worked and most employees were nice. The on-time perforamnce was good. The blankets that are advertised were not available. Better than the RILEY in 1965-70." (Thomas E. McKiernan, Cincinnati).

"Many changes had taken place since the last time I rode it. Most important was the re-routing via C&O. Thus, we had no direct connection with Indianapolis. But this was more than offset by the C&O's perfect time-keeping and a C&O train crew that was more than happy to be running a passenger train. The full diner had been downgraded to a lunch-counter car, but the dining crew was young, pleasant and enthusiastic. The presence of an ex-CZ dome car was an improvement over the B&O domes. The JWR is not turned in Chicago, so the eastbound passengers had to ride backwards in the B&O domes. The dome seats in the ex-CZ car can be turned." (William F. Dennehy, Lexington, KY).

SILVER METEOR: "Lounge car equipment (TV, music system, refrigeration, air conditioning) either inoperable or in poor condition. Loss of the PSR's means that there is no one with a direct tie to Amtrak on board the train, and hence no one with the ability to calm the irate traveler. (I counted about 15 aboard who, had there been a PSR, might have returned to the trains some other time. I now doubt they ever will." (William J. Candee, Glen Cove, NY).

"We arrived in New York 20mins early. Wonders never cease! Food was fairly good. We had real carnations and tablecloths, but the service was atrocious. We

had to ask for silverware, napkins, sugar, etc.--definitely the worst aspect of the trip. All the doors between cars worked, and even the air conditioning had no problems. All in all, an enjoyable trip." (Harry Ottmann, W. Hartford, CT).

"Dining car crew sloppy and inept." (Duane Roller, Waterloo, Ontario).

"Good food, including Key-lime pie, a Florida specialty. No recreation car--left in Miami for repairs. Just south of Jacksonville, a motorist went around crossing gates to beat train. Car demolished, man killed, big fire. Stopped ½-mile down the tracks for 30-40 mins. Time quickly made up." (John Kramer, West Henrietta, NY).

(We plan to conclude this series of reader comments next issue.)

Rail Canada

FEELING IN OTTAWA circles is that the June announcements of federal Transport Minister Jean Marchand casting gloom on the future of passenger trains in Canada may have been to help grease the skids for a reduction in CP Rail's CANADIAN domeliner service sometime soon. This would not only relieve CP freight congestion in the Canadian Rockies, but also promote a long-standing CP corporate goal. In return, the government would then find CP easier to deal with in promoting shorter-haul passenger runs which would survive the CANADIAN abandonment.

CN'S SUMMER CONSISTS for the SUPER CONTINENTAL, altho somewhat shorter than in previous years, are still impressive. The Toronto section of the SUPER has been running about 17 cars, including 3 coaches, one day-niter coach, 6 sleepers, a diner, lunch counter, full lounge, dorm, and 3 head-end cars.

SOME CN RDC cars are emerging from rehabilitation with high-backed passenger seats, indicating a continuing interest at CN in the short haul services being served by RDCs.

NEED A QUICKIE trip to Alaska to change the pace? CP Rail has advertised last-minute accommodations on the "Princess Patricia" cruise trip to Skagway available for sailings July 26 and August 11. The cruise is 7½days long. Skagway stopover allows a day round trip to Bennett on the White Pass & Yukon narrow gauge railway.

WEST COAST SOURCES indicate that the White Pass & Yukon may convert its Skagway, Alaska - Whitehorse, Y.T. rail line from narrow gauge to standard gauge. Preliminary engineering work to allow for the changeover is already under way, with observers estimating the final changeover about 1980, keyed to advancement of B.C./CN Railways' standard gauge line into the Yukon. At present, the northward extension of the B.C. Railway is stalled at Dease Lake, B.C., east of Juneau, Alaska, due to engineering, traffic, and political problems.

CP RAIL HAS a toll-free information line for passenger train info from the U.S., but it's been somewhat of a deep dark secret. In Los Angeles, call Operator and ask for ZEnith 9-0041. The number in New York is (212) 431-9390. This connects you with Montreal's information/reservation center. Perhaps readers know of numbers from other U.S. locations.

CANADIAN RAIL INTERESTS of Penn Central will apparently be disposed of, and the railroad began discussions last month on the move which must be approved by many agencies before final action. Involved are 425 miles of rail, including the Canadian Southern, the TH&B between Hamilton and Welland, Ont., the Detroit River Tunnel and the St. Lawrence & Adirondack Railway between Montreal and Malone, NY.

DEPRESSED ECONOMIC CONDITIONS have led CP Rail to close its main repair shops for 11 weeks this year instead of the normal 4 weeks--from July 14 to Sept. 29.

TORONTO GO TRAIN commuters this month have available radio reports on the status of their trains, as part of the Ontario Motor League's standard rush hour traffic reporting service. The new service is a joint effort of OML, GO Transit, and CN.

DISASTER SUPPLEMENT!

As you know, our last issue was a printing disaster. Most copies turned out with significant portions of some pages illegible. This was due to a transistory problem with our plates, and won't happen again. Because of the numbers of copies involved, we are reprinting below the sections that were illegible in the last issue.

PAGE 4: Amtrak announced in a June 25 press release that the Chicago-Houston LONE STAR will begin serving Dallas, TX on July 1. The LONE STAR will operate on its present schedule to Fort Worth, where it will split, with one section following the present route to Houston, and a new section going from Fort Worth to Dallas. The process is reversed on the northbound trip. The LONE STAR leaves Chicago at 5pm daily and arrives in Fort Worth at 1:20pm the following day. The Dallas section, consisting of a coach and sleeper, will leave Fort Worth at 1:45pm and arrive in Dallas at 2:35pm. Returning, it will leave Dallas at 2:50pm and arrive in Fort Worth at 3:40pm, in time to connect with the northbound LONE STAR at 4:10. Northbound, the LONE STAR arrives in Chicago at 12:45pm. Fares between Chicago and Dallas are the same as fares currently in effect for Chicago-Fort Worth: $50 one-way coach, and $88.50 first class in roomette. The local fare Dallas-Fort Worth is $2.00 one-way coach.

Founder and former Chairman of the National Association of Railroad Passengers Anthony Haswell of Chicago was named in mid-June as managing director of passenger services for the Rock Island Railroad. He will be in charge of RI's Chicago commuter services and its two passenger trains, the PEORIA ROCKET and the QUAD CITIES ROCKET. Haswell resigned as Chairman of NARP last December. A current rumor has it that Amtrak is to take over the road's two passenger trains July 1.

The strike of railway clerks expected June 23 has been postponed until July 21 while negotiations continue. If a strike occurs, it is expected to be selective.

PAGE 16: AMTRAK'S REGIONAL REORGANIZATION plan is moving ahead swiftly. David Watts, VP and General Manager of Amtrak's new Line Operations Dept. announced on June 24 a whole string of appointments, chief among them being John M. Acken as Ass't VP - Operating Staff, and Roger W. Brown as Ass't VP - Administrative Staff. Seven other headquarters positions were filled. In each region, under the new Regional VP, are a Director of Line Operations, a Director of Administration, and a Superintendent for each District. (A region is divided into several districts; for example, Eastern Region has New England, New York Metropolitan, Empire, Philadelphia and Washington Districts. Former RTN Research Editor Richard Tower has been appointed Superintendent of Detroit District..... PAGE 17:

WE CAN ONLY imagine what kind of crisis occurred between Amtrak and the Postal Service when it was found that an extra sheet added to the June 15 Amtrak employee newsletter sent the publication over one ounce, requiring a trimming of the margins to reduce weight. Last March 20 a letter was mailed from Amtrak headquarters to us, bearing $4.10 postage instead of 10¢. Nevertheless, it required 6 days to reach here..... AMTRAK HAS HIRED 750 extra employees to handle peak summer traffic..... CHICAGO UNION STATION saw a new passenger lounge open June 2. Adjoining the 348-seat lounge is a new airline-style baggage carousel. The two cost Amtrak $1.5 million..... AFTER THE PUBLICATION of May 15 timetables, Amtrak added a daily Turboliner stop (begun May 23) at Albion, MI on the Chicago-Detroit route. Train 352 stops eastbound at 9pm and train 353 westbound at 10:51am. The stop serves Albion College..... A TRAINING PROGRAM for mechanical personnel was begun by Amtrak, using Southern Railway's McDonough, GA training center..... WESTBOUND EMPIRE BUILDER was detoured from Shelby thru Great Falls on June 12 due to a freight derailment at Whitefish, MT. It reached Great Falls at 10pm, due at Shelby, 85 miles away, at 4:45pm. The eastbound train arrived 3 hrs late in Minneapolis on June 14, from the same cause. Amtrak ran a makeup train on time out of Minneapolis, consisting of

about 4 coaches and a Travellers Rest car. Flooding in the Glacier Park area also blocked the line late in June. A makeup eastbound BUILDER ran June 21, and a make-up eastbound N.C. HIAWATHA ran June 19, consisting of a baggage car, 2 coaches, and parlor lounge. On June 20 a passenger was spotted in the Minnapolis station, who climbed to the top of the dome coach and was cleaning the front dome windows.....

AMTRAK HAS SURVEYED the Bakersfield-Barstow, CA rail line this month, for reasons unstated..... AMTRAK IS CONSIDERING a plan to run the SUNSET LIMITED into Los Angeles on Santa Fe rails, eliminating the Pomona and Alhambra, CA SP stations..... NO ONE SPOKE against the plan to build an Amtrak station at Richmond, CA, at the public meeting there June 26. All the testimony--from BART, Amtrak, Sierra Club, Greyhound, Metropolitan Transportation Commission, etc., supported the plan.....

(Photo caption:) DIFFERENT PAINT SCHEME: Jack Ferry photographed Amtrak diesel 344 in Chicago on June 1. The engine carries Amtrak red-white-and-blue stripes around its middle, matching the location of similar stripes on passenger cars. The word "Amtrak" appears in white within a red stripe on the nose. There are no Amtrak arrows.

QUOTES OF THE WEEK***

"Papan said the Joint Legislative Audit Committee had found that Southern Packing is111 per ce t rate hike request was full of inaccuracies. He said the rate in-c ease would cost commuters $4.8 million a year."

--San Francisco Chronicle, May 2

(And he sent them packing with his error-free presentation.)

ANNOUNCING RTN'S SECOND

Train Rating Survey

WE ARE PLEASED TO ANNOUNCE OUR SECOND READER TRAIN RATING SURVEY. OUR FIRST SURVEY COVERED THE SIX-MONTH PERIOD UP TO MID-JUNE, AND THIS ONE (SUMMER-FALL) COVERS MID-JUNE TO MID-DECEMBER, 1975. RESULTS WILL BE PUBLISHED IN RTN AT THE END OF 1975.

PLEASE FOLLOW THESE INSTRUCTIONS: In order to rate a train, you should have ridden it between June and Decmeber, 1975, or been otherwise involved with it closely enough to be certain of your ratings. Rate as many trains as you wish. Rate only passenger trains, not commuter trains. For this survey we will accept ratings of U.S. and Canadian trains.

The instructions are very similar to those of our first survey, with a few alterations based on the experience of our first survey. One rating category is added, and one altered. The categories on which to make ratings are listed below:

A. Overall quality of service, taking everything into account.
B. Service from on-board train personnel (except food service personnel).
C. Service from dining, snack or lounge crew.
D. Quality of food offered aboard the train.
E. Condition of cars used (cleanliness, repair, etc.).
F. Desirability of the particular route it follows.
G. Quality of station services along the route.
H. Condition of the track and roadbed along the route.
I. Desirability of present scheduling of the train.
J. Train promotion--how well is it advertised or promoted?
K. Desirability of type of cars used on the train.

Use a 9-point scale for your ratings, as follows: 1 = extremely poor; 9 = extremely good; 5 (scale mid-point) = average, acceptable. You need not make a rating on each of the above 11 items, but list all 11 letters (A-K) for each train, and leave blank those you can't rate. Beside each letter place your number rating, from 1-9.

Do your ratings on a piece of paper or card separate from any other correspondence. Add whatever comments you wish after your ratings. Include your name and address and indicate whether we can use your name if we publish any of your comments. The results will be published in RTN at the end of the year. If you have already sent in ratings that missed our June 21 cutoff date, do not resubmit them; we will use them, adapting them to our revised format.

A few people asked what should be their basis for judgments--the ideal train, the best train under the present circumstances, etc. Since the vast majority did not hesitate to make ratings in the absence of any such instructions, we feel it's best to leave well enough alone and not give specific criteria. Use your own judgment. That way the results reflect rider satisfaction based on the riders' internal criteria, which is probably the most useful information for train operators to have, anyway, since riders' personal satisfaction is what determines the amount of business that a train generates.

(A note to the people at Auto-Train: we didn't exclude you from our last survey; but nobody sent us ratings of Auto-Train. Hopefully they will next time.)

Send your ratings to: Rail Travel News, Box 9007, Berkeley CA 94709. Thank you.

Q. WHY IS RTN LIKE A TRAIN?
A. THE MORE PEOPLE USE IT, THE BETTER IT GETS.

The larger our circulation becomes, the better newsmagazine we will be able to offer you. For this reason, RTN is embarking on a campaign to raise our circulation, and we'd like to enlist your help.

Advertising is costly. In other publications we have offered free trial subscriptions as a gimmick to attract new readers. But why not, we thought, share some of our advertising money with our readers? After all, a satisfied reader is our best advertisement.

Therefore, we would like to ask you to encourage your friends to subscribe to RTN, and for each new subscriber you enlist, we'll give you a 50¢ credit towards your own subscription or towards any other purchase from Message Media, publisher of RTN.

HERE'S HOW IT WORKS: Send us the names and addresses of one or more new subscribers to RTN, along with remittance of $8.00 per year for each (it could be their check or your own--it could be a gift subscription from you), and we will give you a $.50 credit for each subscription. The credit can be in either of two forms: (1) A deduction that you make yourself from a purchase that you include with the gift subscription(s)--such as your own renewal or your own new subscription; (2) A credit slip that we will send you to use on future purchases.

IN EFFECT, WHAT WE'RE DOING is paying you a commission of 50¢ per head to act as our agent in finding new subscribers to RTN.

You could, for example, show RTN to your friends at meetings or fantrips (better not show them the last issue!) if you belong to railfan societies. At right is a coupon to use.

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I'm taking 50¢ credit ( ) or send me a 50¢ credit slip ( ) for each new 1-yr subscriber listed below or on separate sheet attached. Total credit: __

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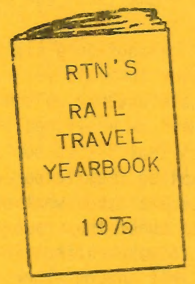
Coming Soon

IN OUR LAST ISSUE WE ANNOUNCED BRIEFLY THAT WE WILL PUBLISH A RAIL TRAVEL YEARBOOK IN AUGUST. ALREADY THE ORDERS ARE STARTING TO POUR IN. NOW WE CAN OFFER YOU MORE DETAILS ON THIS UPCOMING PUBLICATION EFFORT:



$3.50 per copy

PARTIAL LIST OF PLANNED CONTENTS OF YEARBOOK:

* Rail Travel 1980 - a Fantasy, by James Russell
* Complete Train Rating Tables from our first reader rating survey
* Accounts of contemporary train travel in the U.S., Canada, and Mexico
* Consist lists of typical American trains in 1975
* Amtrak ridership and on-time performance data
* New trains of the past year - photos and descriptions
* The American Freedom Train
* Full-page passenger train photos
* About Paul Reistrup, Amtrak's New President
* and More

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Send me ___ copies of RTN's Rail Travel Yearbook 1975.

Amount enclosed $_____.

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The YEARBOOK will be published in August, as a softbound book of at least 50 pages of 8½ x 11 size, priced at $3.50 each. California customers please add sales tax of 6% (6½% in BART counties). No postage charge.

WANT MORE COPIES OF THIS SUPPLEMENT to pass along to your friends? Just write us and we'll send them along to you at no charge.

DEALERS: Are you interested in selling RTN's Rail Travel Yearbook? Write for details, indicating approximately how many copies you would need.

QUEBEC CARTIER RAILWAY, according to a June 18 communication "recently" terminated its passenger service. The Railway is a subsidiary of Quebec Cartier Mining Co., which operates a rail line between Port Cartier and Lac Jeannine and an extension to Mount Wright.

CN'S 39th ANNUAL escorted passenger train tour to Hudson's Bay will leave Winnipeg July 27, returning Aug 2, the line has announced. Besides covering the entire route between Winnipeg and Churchill on Hudson's Bay, the tour will visit Flin Flon and Thompson, on diverging lines. Fares range from $440 for a lower berth to $470 per person in bedrooms. Four tours at lower cost will leave Winnipeg July 29 and August 10, 17 & 24. Details from CN or travel agents.

CP RAIL CANCELLED passenger and freight service on the Parksville-Courtenay portion of its Esquimalt & Nanaimo subsidiary June 30 when it found a trestle north of Parksville to be "unsafe." In a visit to towns along the route July 1, Premier Dave Barrett of B.C. told crowds, to long applause, "CP owes this country a great deal. We will have to take a good look at the grants made to them over the years."

REPRESENTATIVES OF THE Federal Ministry of Transport in Ottawa have reported that it would be cheaper for the government to buy a new car every year for every passenger who is riding on the Toronto-Barrie and Toronto-Guelph commuter trains, Ontario Transport Minister John Rhodes told the Toronto Globe & Mail. Rhodes warned taxpayers to "hang onto their wallets" if the federal government adopts proposals of CN and CP Rail for national transportation policy. Rhodes said the best way to attack passenger deficits is to increase ridership by providing a better facility, and a more comfortable and regular service.

A LOCOMOTIVE ENGINEER on an eastbound GO Transit train in the Toronto commuter zone was killed when he leaned too far from his cab. He struck a fence and was pulled from the locomotive. There were no other injuries in the recent mishap.

NEW GO TRANSIT commuter train route will open in 1978 over CP Rail facilities between Toronto and Milton, Ont., Premier William Davis announced June 18 at a political rally in Mississauga. The route will require construction of a new grade separation west of the Toronto Union Station. Rolling stock will be GO's present Hawker-Siddeley stock used on the Lakeshore route, once new double deck cars come for Lakeshore services. The Premier said that the 3-times-daily Georgetown service will eventually operate hourly like present Lakeshore runs.

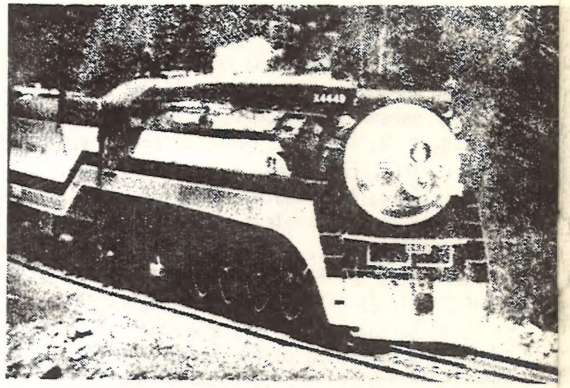
NEW STREETCAR LINE 3.5 miles long has been approved for the suburban Toronto community of Scarborough. The line will link the eastern terminal of the Bloor-Danforth subway line to the town centre. Completion date is set for 1978.

CP RAIL'S MASSIVE Banff, Alta., passenger station, some 300 ft long and 30 ft wide, is being revitalized. The baggage room has been remodeled into "The Caboose" restaurant, helping to restore hustle and bustle to the 60-yr old structure. Lou Kovacik, former CP operator and ticket agent, is one of several businessmen behind the venture. East of the depot, three of the four "Garden Tracks" have been pulled up. These stored visiting tour trains and layover sleeping cars, often occupied by tour patrons. The name stemmed from the beautiful floral displays CP provided during palmier times for rail travel at the fabled mountain resort community.

MAIN BUSINESS ARTERY of Edmonton, Alta.,--Jasper Avenue--has been closed to allow construction of the city's major downtown rapid transit station, at 100th St. Merchants organized a major "sale" to celebrate the event. The Edmonton-Calgary competition is still hot. The Edmonton Journal reported a Calgary visitor, observing the "mess" at the construction site, was pleased to see that "Edmonton is finally getting modern plumbing." The city hopes to have one leg of the route in operation for the 1978 Commonwealth Games.

CN'S PASSENGER REVENUES jumped to $78.6 million last year, compared to $55.4 million in 1973--the highest level since the 1967 Centennial Year. CN would have made an operating profit of $51.6 million last year, except that interest payments on long-standing debts created a deficit of $37 million.

Freedom Train



Last issue we reported on the movement of the ex-SP Daylight steam locomotive 4449 which left Portland OR June 20 on the first leg of its movement to Chicago to take over as power for the American Freedom Train on its nationwide tour. The cover photos and that at the right show the 4449 on June 23 in the High Sierra heading east over SP's Overland Route. The 2101 engine that has provided power for the display train of American Bicentennial artifacts thus far will be relieved by the ex-SP unit about Aug. 4, as the train leaves Chicago on the BN.

We will provide continuing coverage of the Freedom Train in these pages. Now we bring you a report of some recent news. The exhibit train began hitting the big Midwestern cities in May, with an arrival in Cleveland on the 14th. It was then on to Columbus and Cincinnati for the 24-car train, with its ex-Reading 4-8-4 steamer #2101. The Ohio Association of Railroad Passengers reports that it had planned to publicize the train's visit, but due to the "corporate takeover" of the Foundation running the train last fall, OARP found no interest expressed in accepting their assistance.

The train was in Detroit June 21-July 6, and as it heads for a Chicago rendezvous on July 26, word was out that the Freedom Train is desperately in need of funds. Two ad agencies volunteered to inaugurate a public appeal. (When it was in Cleveland, a Congressman asked the Interior Dept. to investigate why the Freedom Train Foundation, now headed by Jon A. Foust, needed 7 highly-paid top executives to run it, and expressed objections to the $2 adult admission charge and the $1 children's fee.)

On July 17 the ICG was to move the train from Kankakee to Gilman, and thence from Gilman to Peoria on the TP&W. However, the Penn Central, wyeing the train at Kankakee, derailed the 2101 at about noon, requiring the movement of a diesel to help rerail it. News reports quoted engineer Bill Bensen as remarking angrily, "I told them the curve was just too damn sharp but they didn't listen to me. I asked, and they said there was no other way to get thru." The incident may delay the train. Earlier delays have altered the original display schedule. We are indebted to Northwestern Limited, newsletter of the N.W. Illinois NRHS for the following updated exhibit schedule for the next several months:

July 23-26, Springfield IL; July 27, run Springfield-Chicago on ICG; July 28 to Aug. 10, Chicago; Aug. 11 run Chicago-Aurora; Aug. 12-13, Aurora IL; Aug. 14, run Aurora-Green Bay via BN, CNW to Milwaukee, MILW to Green Bay; Aug. 15-18, Green Bay WI; Aug. 19, run Green Bay to Madison via MILW; Aug. 20-24, Madison WI; Aug 25, run Madison-Minneapolis via MILW; Aug 26-Sept 1, Minneapolis; Sept 2, run Minneapolis-Fargo via BN; Sept 3-4, Fargo, ND; Sept 5-6, run Fargo-Sioux Falls via BN to Minneapolis, MILW beyond (?); Sept 7-10, Sioux Falls, SD; Sept 11, run Sioux Falls SD-Sioux City, IA; Sept 12-14, Sioux City IA; Sept 15, run Sioux City-Des Moines via MILW; Sept 16-21, Des Moines, IA; Sept 22, run Des Moines-Omaha via MILW; Sept 23-28, Omaha, NE; Sept 29-30, run Omaha-Denver; Oct 1-5, Denver CO.

DALLAS

The big Texas city gets its second Amtrak service, but it's still not the ultimate

On March 13, 1974 an Amtrak Passenger Service Representative (remember them?) smashed a bottle of champagne against the rear car of a train in St. Louis Union Station, thus beginning the trip of the first tri-weekly train, the INTER-AMERICAN, whose route was being expanded to include Dallas (Amtrak began Fort Worth-Laredo service Jan. 20, 1973, cutting cars off the TEXAS CHIEF--now the LONE STAR--at Fort Worth, after persistent problems in trying to initiate a re-routing of the TEXAS CHIEF from Houston to Dallas, a move fought by Southern Pacific). About 2 weeks later, on March 28, Amtrak's Board of Directors decided that it would drop plans for the re-routing, because of excessive costs estimated.

Now, on July 1, 1975 daily Amtrak train service began in Dallas by the expedient of switching cars on and off the LONE STAR at Fort Worth. The inaugural train that date was made up on E unit 437, coaches 4845, 4844 and 4505, and ex-CZ car 9250 "Silver Horizon." Without prior announcement, Amtrak also operated a southbound Fort Worth-Dallas train that day, consisting of E unit 438, coach 4870, and ex-CZ dome-lounge-sleeper-observation 9251 "Silver Penthouse."

The Dallas connection is designated as trains 15-A and 16-A. Reporter Bill Pollard reports that a moderate crowd turned out to see the first trains, and Amtrak postcards, balloons, "Tracks are Back" buttons, and July 1 timetables were much in evidence. There are only 15 minutes between a southbound arrival and northbound departure each day. Accordingly, Amtrak lays over the equipment in Dallas for one day, thus requiring four sets of cars. The standard consist is shown to be one coach and one dome-sleeper-observation, but the domes are running on only two sets of equipment. Train 15-A of July 2 carried 10-6 sleeper "Palm Star" (#2757) and train 15-A of July 3 carried 10-6 sleeper "Pine Mesa" (#2726) in lieu of domes.

Dr. Dan Monaghan reports that the July 1 ceremony included speeches by Congressman Alan Steelman, Dallas Mayor-Pro Tem George Allen, County Judge John Whittington, Amtrak Board Member Charles Luna, Jim Oberwetter of Hunt Investment Corp. who is developing the Union Terminal area, and Dr. Monaghan of the Dallas City-County Amtrak Committee. A combo played, and there was free champagne. Unfortunately, there were some equipment malfunction problems. Three of the 4 cars ran oven-hot to Fort Worth. Too few electrical cables had been provided, the steam was not being supplied properly from the engine for the steam-ejector coach, both electro-mechanical coaches needed freon, and the observation had only one of its two condensor tanks filled with water, so it blew electrical circuits. As a result, it looked bad as the dignitaries who had ridden to Fort Worth stepped off dripping sweat, and then rode back to Dallas in 15 fewer minutes in cool chartered buses.

Things are better organized now, and the operation is reported running smoothly. The operation is of course more expensive than it would be if it were a simple stop on a run-thru operation to Houston, which is the way Dallas Amtrak supporters would like to see it. A military contract has supplemented the regular business. A remaining problem is baggage, as no checked baggage service had been planned.

The desired thru Dallas-Houston run of the LONE STAR may become a reality, since Amtrak President Paul Reistrup on July 9 asked a House Commerce Subcommittee for $22 million for track improvement projects in Texas, with $15 million to alter the SP Dallas-Houston route to provide thru service at 79mph speeds. The funds are part of a $700 million national track improvement program endorsed by Amtrak. A fuller report appears elsewhere in this issue.

Mixed Train of Thoughts

THE NATIONAL LIMITED probably will have its schedule lengthened in September. Tentative schedule is: lv New York 12:45, ar St. Louis at noon; lv St. Louis at 5:05 (no change), ar New York 6:35pm. This adds 2 hours between Pittsburgh and St. Louis and makes the printed schedule more closely reflect its actual performance..... A RAILFAN RUMOR going the rounds is that Amtrak is taking bids on some older cars it wants to dispose of. Amtrak said that it is not yet to the stage of selling older cars that will be replaced by new equipment; it is selling some cars that are being cannibalized for parts--the cars are thus missing some components..... THE BROADWAY LIMITED will probably also get a bit of schedule lengthening with the upcoming fall schedules..... THE SOUTHERN RAILWAY got permission on July 11 from the North Carolina Utilities Commission to discontinue its trains #3 & 4, which run from Salisbury to Asheville, NC, effective Aug. 9. Southern plans, however, to continue running the dome train on weekends thru Labor Day on a 60-mile scenic trip Asheville-Old Fort, roundtrip. The currently tri-weekly train is the last passenger train in Western North Carolina. SR plans fall foliage excursions on the route also. Reporter Bruce Bente inspected the train on July 12 and found a consist of dome coach 1613, coach-baggage 727, and an FP7 engine, in excellent shape inside and out. The train parks beside the demolished Asheville station, where 220v standby power is available. SR said it is contemplating an arrangement with nearby Biltmore House where passengers could lay over during excursions..... REISTRUP'S PERSONNEL CHANGES at Amtrak were completed on June 26 with the announcement that Harold Graham has been replaced as VP-marketing by Alfred A. Michaud of Fullerton, CA, currently president of the Sterigard Corp. of California. Harold Graham is moved to a new position, VP-services program development. Nathaniel H. Goodrich of Chevy Chase, MD becomes VP-general counsel, replacing Robert S. Medvecky, who is leaving to enter private law practice. Goodrich is currently chairman of the Atomic Safety and Licensing Board Panel of the Nuclear Regulatory Commission. These changes are effective Aug. 1. Amtrak's dir3ctor of congressional affairs, Bruce O. Pike, was named director for government affairs, succeeding Jerry Friedham, who resigned recently. Pike joined Amtrak last year after experience as a public relations counsel in the railroad industry. Not mentioned in our earlier report on operations changes was that F.S. "Pat" King, formerly VP-operations, becomes Senior VP-corporate operations, in the shift that saw David Watts take over as head of the line operations Dept. ..... A RECEPTION FOR Ross Rowland and the crew of the American Freedom Train will be held Aug. 1 at 7:30 at Chicago's La Salle Hotel, sponsored by the 20th C. RR Club..... WITHOUT ANNOUNCEMENT OR fanfare, the Rock Island quietly closed its Track One Restaurant in Chicago's La Salle St. Station in early July.....

* * *

THE ILLINOIS DOT has announced that conventional equipment will soon replace the RDC cars now used on the state-sponsored BLACK HAWK between Chicago & Dubuque..... "BIG BEN" LOUNGE observation owned by Butterworth Tours made its last run on the Rock Island July 6. Car is reportedly on its way to the D&H for use on the ADIRONDACK. It is also reported that Amtrak will send mate car "Linoma" for use on the same train..... ILLINOIS CENTRAL GULF on June 21 operated a 2-car Highliner test train over the Chicago, South Shore & South Bend RR to South Bend, Indiana and return. Highliners used were #1514 and 1539. Train left Randolph St. about 8:15am and arrived South Bend about noon. More testing is planned..... AMTRAK HAS ANNOUNCED that it intends to withdraw from St. Louis Union Station by Dec. 31, 1976, and build a new station several blocks away. Amtrak is buying a 35-acre parcel of land from the Terminal RR Assocation of St. Louis south and west of Union Station near 21st St. & the Daniel Boone Expressway about 10 blocks from the present depot. The $2 million, 2-level concrete and brick structure will be a run-thru depot, eliminating the present backup movements into the station.....

page 14

FIVE CARS OF the once-proud Burlington NEBRASKA ZEPHYR moved in early June from Denver to its new home in the Kansas City Union Depot. The articulated train was purchased by Alex Barket, Chairman of the Civic Plaza National Bank. Barket also owns one set of the original DENVER ZEPHYR and uses the train on limited excursions..... SECOND MILWAUKEE ROAD Super Dome, Amtrak #9380, has been seen in operation on the SAN FRANCISCO ZEPHYR from Chicago-Denver..... THE FREEDOM TRAIN locomotive pictured on our cover reached Chicago on July 2, and is being stored at the EMD Locomotive facilities at La Grange where it will meet up with the Freedom Train when it arrives July 26. The Freedom Train will be on display only one week in Chicagofollowing a display of political moves by Mayor Richard Daley. The train originally was scheduled for a 2-week display at the site of the former IC Central Station, convenient with parking, the CTA bus routes, and rapid transit, along with ICG suburban trains. However, in an effort to spark new life in the lake front area, the mayor order3d the train moved to Navy Pier. The site offers limited parking and is served by only one bus route. The train will stay just one week because the exhibit site will be needed for other purposes the second week...

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STATE OF MISSISSIPPI is considering Amtrak 403-B legislation for passenger service between Jackson, MS and the Miss. Gulf Coast. Stops would include Hattiesburg, Camp Shelby and Gulfport. Route would be over the G&SI District of the ICG. The train would connect with Amtrak 58 & 59 at Jackson, MS with thru sleepers and coaches to Chicago..... AMTRAK HAS SIGNED an $883,639 contract with the ICG for conversion of 6 diesel B units to steam generator cars. Construction will be handled at Paducah, KY shops, who will convert the units, cabless power units with two engines, to supply heat for passenger trains. Two steam generators will replace two engines in each unit. Also going into each are a disel alternator to power the generators, an air compressor, and an automatic blow-down system to remove excess water at 15mph or more. First unit must be ready by Oct. 20, with the remainder expected by year's end..... GENERAL ELECTRIC SUBMITTED a bid of $851,845 for the construction of 46 single-level electric commuter cars for the Chicago South Suburban Mass Transit District and the ICG Railroad. GE has offered the cars as an extension of work it is currently doing for SEPTA. The cars would be compatible with the ICG Highliner fleet and would allow the 32 non-air conditioned heavyweight cars tobe retired..... EMD ELECTRIC LOCOMOTIVE departed La Grange July 3 for the East Coast and t4sting on Penn Central tracks between NY & Washington.....

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A RECENT RUMOR: an Amtrak person said that United Aircraft Turbos are to be removed from the Boston-NY run and pooled with CN Turbos on a Toronto-Chicago thru run..... OTHER TURBO NEWS: in the new Amtrak tariff, premium Turbo fares are given: example, Boston-NY $17, as opposed to $14.50 regular coach. A notation states that this fare also applies to Grand Central Terminal, backing an earlier rumor of UA Turbo operation into GCT. However, the fare is not to be used until further notice..... A PERSISTENT RUMOR from train crewmen in the East says that RDC cars are to be replaced by standard equipment on the Inland Route by the end of August..... CONNECTICUT RAIL ACTIVIST James M.S. Ullman, a Meriden attorney, is being promoted for any upcoming opening on the Amtrak Board of Directors as a consumer rep. Jim is on the NARP board, and has helped with the revival of the MONTREALER and the now-defunct BAY STATE, and recently helped to form CARABU, the Connecticut Association of Rail and Bus Users, an umbrella group for various local transit (mostly rail) committees in Connecticut..... AMTRAK GOT SOME trains it didn't want on June 23 when the Supreme Court left undisturbed a circuit court ruling that 44 Silverliner passenger trains between Philadelphia and Harrisburg and Philadelphia and NY are part of the basic Amtrak system. The system is not reviewable by the courts.....

page 15

SOME MORE NEWS of the 4449: from M. Bartels, "it left Denver June 29, enroute to Hastings, NE to spend the night. A number of automobiles chased it on highway 6. It arrived Hastings about 2hrs late at 8:50pm, leaving for Omaha the next morning, June 30 at 7am. On its way to Lincoln the 4449 hit a truck at Dorchester, NE, the relatively minor damage was done. The incident did delay the train about an hour, and it reached Lincoln at 10:30am. During the 2½-hr stopover at Lincoln the engine was serviced, and as at Hastings, a fairly large crowd gathered at the depot. The journey resumed again at 1pm for Omaha, where another overnight stop was scheduled. July 1 it left Omaha for the east over the BN"..... THE ALASKA RAILROAD was subject of a Washington Star article July 3: Stephen Aug reported some internal DOT correspondence that indicated the government-owned railroad has a backlog of $17 million in deferred maintenance, and is complaining it isn't getting enough government funds to help, as it is being swamped with freight business because of the Alaska pipeline construction. It even suggested discontinuing passenger service to free up badly needed work crews; it's having trouble finding manpower.....

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RAIL MISHAPS DEPARTMENT: A freight train struck the rear of the Alaska Railroad's passenger train near Hurricane Gulch July 6, injuring 63 persons, 2 of them critically. Helicopters lifted the injured out of the region. Hurricane Gulch is in mountainous territory north of Anchorage..... A BIZARRE ACCIDENT in Fort Worth's Forest Park amusement park July 4 saw the engineer of a miniature steam train suffer a stroke while crossing Trinity River bridge at 12:30pm. The train speeded up, derailed and crashed thru a chain link fence, injuring 16 of the 40 passengers, one seriously. Engineer C. V. Egan, 79, was in serious condition with broken bones and cuts..... AMTRAK'S SAN DIEGAN #775 northbound hit a car that ran around crossing gates at Tustin, CA at 6:05pm July 7, killing the driver. The auto was dragged a half mile, wrapped around the front of Amtrak unit 518. Amtrak President Reistrup is currently asking Congress for funds to eliminate a number of grade crossings on the L.A.-San Diego route..... A BAD ACCIDENT in Rio de Janeiro July 17 saw at least 20 people killed and over 100 injured when a commuter train derailed and crashed into a suburban school building. 1200 persons were aboard the 6 cars that derailed..... A MASSIVE INCREASE of 1,333% in intercity rail travel (from .3% to 4% of all intercity travel) and a 266% similar rise in bus travel are forecast for the next 15 years. The figures come from a new transportation "textbook," titled "Transportation Market in the USA to 1990" published by Frost & Sullivan, Inc. and sold as Report No. 315 at a cost of $475.00 each. The 235-page softbound book also predicts a 14.5% decline in auto use in cities due to energy problems. Bus and local rail service is expected to climb from 2.5% of local travel to 18.9%.....

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THE EASTERN AIRLINES crash at New York's Kennedy Airport June 24 has become the worst airline disaster in U.S. history, with the death of several more passengers, bringing the total higher than the 111 killed in the 1971 Juneau, Alaska disaster ..... FEDERAL AVIATION ADMINISTRATION on July 11 issued a directive requiring more venting or strengthening of thecabin floor in wide-body jets. Affected are Boeing 747s, Lockheed L-1011s, and Douglas DC-10s. The changes must be made by the end of 1977..... CLEVELAND CITY COUNCIL late in June approved Amtrak's proposal to build a $600,000 passenger station behind the City Hall. Construction is to start soon, and it is to be ready in September, presumably in time for the startup of Boston-Chicago service. Note also that Amtrak is aiming to return to Cincinnati Union Terminal, having requested $3 million from Congress for that purpose (see page 5)..... AN AMTRAK SERVICE from Chicago to St. Louis via Peoria is being talked up by the Peoria Association of Commerce transportation task force. The proposed line would run St. Louis-Alton-Springfield on ICG and on to Peoria, Sterling, Dixon, Rochelle, DeKalb, Wheaton and Chicago on CNW..... FOURTH OF JULY weekend was safer on the highways than previous years since 1960, due to lower

speed limits. One count found 491 deaths in the 3½-day period; in 1960 the count was 442. In May, Californians racked up their highest highway travel month ever--6.22 billion vehicle miles, in spite of rising gasoline prices. The figure was 5% over May, 1973, before the energy crisis..... SUMMER VACATION, 1975: your editor was gone to the mountains July 6-13 on an all-auto trip. He can report that hiway 80 is saner with lower speed limits; the traffic was doing 60-65 instead of the 80 mph under the former 70mph limit. But driving the interstate is monotonous, and we envied SAN FRANCISCO ZEPHYR passengers when we caught a glimpse of the big train winding its way thru snowsheds above us. On our return, traffic was still doing a steady 60, but Greyhound buses were weaving their way thru the cars at a 70mph clip..... PRESIDENT AND CONGRESS are still haggling over terms of energy-saving legislation. Pres. Ford submitted his plan to decontrol oil prices in mid-July, and it faces a tough fight in the House. The plan takes effect Aug. 1 unless Congress nixes it..... THE NORTHEAST CORRIDOR was tied up for an hour the afternoon of July 16 when a fire in a Penn Central transformer at Philadelphia stopped rail service. Amtrak service was stopped for an hour, resuming at 3:30pm. Philadelphia commuter runs were reportedly hit hard..... THE CHESSIE SYSTEM got approval from the USRA's board of directors in mid-July of its plans to buy 2,000 miles of bankrupt Northeast rail line. Further bargaining is necessary, however, before the purchase of the Reading and EL track can occur. The USRA will submit its complete Northeast reorganization plan to Congress around Aug. 1, with that body expected to act on it in the fall. Conrail can begin operation early in 1976 if Congress approves the plan..... SINCE EARLY JUNE there s been a 3-way disagrement going among Amtrak, the PC and the D&H about operation of the refurbished D&H diner into Grand Central. When the car went onto the ADIRONDACK it began operating to NY with the D&H supplying its own guard to watch things during the overnight layover. But it became unhappy over the situation and started pulling the car off in Albany--as was done before with the CP dome because of clearance problems. Amtrak wasn't happy with that and the PC didn't like the accusations of poor security. The result: inconvenience for the public and loss of revenue on the car due to missing the dinner hour southbound, and breakfast and part of lunch period going north. Word is now that the car may start operating into NY again shortly.....

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WHAT IS CAUSING the derailment of the new General Electric E60CP locomotives be-built for Amtrak? The National Transportation Safety Board has urged that they be held out of service until the source of "vibratory yawing" that seems to be responsible for their derailing at high speed is studied..... RECENT MEXICAN REPORT says that a suburban railway is to be linked with the Mexico City subway. Exactly which railway is not made clear in the news clipping from the Mexico City News..... CALIFORNIA SENATOR TUNNEY'S big study of high-speed rail travel on the West Coast is to begin this month, with the DOT scheduled to choose a research dir3ctor and staff to study for 18 months the area from Canada to Mexico with an eye to a high-speed ground mass transit system along the West Coast..... INTERSTATE COMMERCE COMMISSION in mid-July, responding to complaints about bus service in the U.S., proposed some regulations to improve interstate service. The proposals include getting the bus lines to set up a reservation system "similar to those in the airline and passenger-train industries." Luggage handling problems and dirty terminals were among the complaints the ICC has heard..... $700 MILLION PLAN for track upgrading described elsewhere this issue is designed to put to work maintenance of way people laid off in the recession. It is known that Transportation Secretary Coleman is vigorously opposed to this plan..... THE WASHINGTON ASSOCIATION of RR Passengers, meanwhile, is calling for the Army Corps of Engineers to be assigned the task of rehabilitating the upgrading the nation's railways..... AMTRAK PRESIDENT REISTRUP was in Tampa, FL last month and said that Tampa may be in line for a new Amtrak station in the next couple of years".....

Urban-Suburban Transit

A Cleveland Transit System Rapid Transit Train derailed on an undisclosed date in the las6 month near the West 65th St. Station, injuring one person. Cleveland voters will go to the polls on July 22 to decide whether to approve a 1% sales tax to finance regional transit. The Regional Transit Authority (RTA) would be in charge of upgrading service in the Cleveland area if the measure passes. The tax is supported by major groups with the exception of the United Auto Workers.

THE OHIO LEGISLATURE has approved legislation to establish an Ohio Rail Transportation Authority to revive rapid rail service in the Cleveland-Akron-Columbus-Dayton-Cincinnati corridor. The Governor of Ohio plans to place a transportation bond issue on the November ballot, which will include $55 million for interurban rail passenger transportation.

AN UNUSED SUBWAY lies under Cincinnati, headlined the Cleveland Plain Dealer June 22. The subway was begun in 1916 but work stopped in 1928 when the depression hit and the tunnels are still sealed up, never having been used.

President Ford asked Congress July 7 to cut the highway trust fund, allowing it to be used only to complete the interstate system. Other funds would go into a general fund .

B&M commuter service in Boston closed down June 30 for one day (buses were substituted) during negotiations which saw the MBTA buy the lines for $39.5 million.

BART and AC Transit in the San Francisco area have agreed to cut senior citizen and handicapped fares even further. Citizens 65 or older now pay only 10% of the regular BART fare, while handicapped people get a 75% discount.

QUOTES OF THE WEEK***

"If we are to sustain the city as a place of civilized living, we must insure that the mobility of city residents is not diminished. The streets and transit ways of the city make up in a very real way its circulatory system. Block these arteries, and the heartbeat of the city slows and grows faint. Jam these streets full with impatient auto traffic and the result is hurry, frustration and fear. You and I must work then to open up these streets--to return them to the land of civilized living. We must work together to bring back the leisure, charm and sophistication that once made living in the city so appealing. This, then, is the mission of the Department of Transportation."

--DOT Secretary William T. Coleman, Jr. in remarks to the U.S. Conference of Mayors, Boston, July 8.

Express Ads

INFORMATION FOR ADVERTISERS: Express Ads are 50¢ per line of 80 spaces. Display ads are maximum size ½-page (5x4 or 2½x8) at $12.50, with smaller sizes priced in proportion. Write: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

SUBSCRIBE TO RAIL TRAVEL NEWS: Just $8.00 per year for 24 twice-monthly issues delivered by first class mail. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

Sell 2 seats northbound Clinchfield RR Spartanburg-Elkhorn City, Sun. 9/28. Steam & Diesel. Bkfst & lunch. $50. J. Silien, 10 Brighton Dr, Gaithersburg MD 20760.

COLORFUL COLORADO HOLIDAY one-week escorted tour from San Francisco & Sacramento by private GWT pullman & lounge cars attached to Amtrak's S. F. ZEPHYR. Comprehensive Colorado sightseeing includes D&RGW's SILVERTON and RIO GRANDE ZEPHYR. Three departures: June 7 & 28, Aug. 23. Brochure on this and other rail tours available from GREAT WESTERN TOURS, Sheraton-Palace Hotel, San Francisco 94105.

Frisco, Katy, Denver & Rio Grande Western and Nickel Plate Uniform Buttons 60¢ each or all four $2.25. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

Central Vermont, New Haven, Boston and Albany and Lehigh Valley Uniform Buttons 60¢ each or all four $2.25. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

THE BIGGEST, BEST, MOST EXCITING CONVENTION in the history of railroadiana!!! Phila. Sheraton July 31, Aug 1,2,3. National Association of Timetable Collectors Members and non-members welcome. Over 75 dealers will be selling, trading & buying everything in railroadiana. Rich (Timecard) Clover will open his inner sanctum of long-hidden gems of the railroad past and offer same for sale. Come one & all to the Bicentennial celebration in the City of Timetables. Write Bob Russell, 400 S. Chester Pike, Apt 6-B, Glenolden, PA 19036 for details.

RAILROADIANA DEALERS: get your table reservations NOW for the National Convention of the National Association of Timetable Collectors to be held at the Downtown Philadelphia Sheraton. 3 big sessions Aug 1 and Aug 2. Thousands of rail fans expected, extensive media advertising campaign planned. Tables 3' x 6' $10 each for NAOTC members, $20 each for non-members. For reservations and info contact Bob Russell, Apt 6-B, 400 S. Chester Pike, Glenolden PA 19036 (215-412-7251).

WHO is behind the plot depriving over 2 million Greater Clevelanders of rail service promised by AMTRAK over a year ago? No more excuses. We want our train NOW!

FROM DENVER - THREE DAY, 1,200 MILE, FALL RAIL TOUR!! Ride Amtrak's San Francisco Zephyr, Denver to Utah, a Salt Lake Garfield & Western Special, and the Wasatch Mountain Railway's Heber Creeper. See the Kennecott Copper Corporation's electric railroad at work in their 2,400 foot deep, open pit copper mine, the largest man-made excavation in the world. Return to Denver on D&RGW's incomparable Rio Grande Zephyr through the heart of the Colorado Rockies.
Fare of $119.00 per person includes all transportation and accommodations.
Sept. 12, 13, & 14, 1975. For information write: Rocky Mountain Railroad Club, Rocky Mountain Rail Tour, P. O. Box 15097, Lakewood, Colorado 80215.

If you are interested in P.C., L.V., PRSL and other P.C. controlled lines, then P.C. Railfan Magazine is for you. Subscription rate is $12.00 for 6 issues. Contact Jerome A. Rosenfeld, 133 Dullas Dr., Dumont NJ 07628.

PRIVATE SLEEPER TO NRHS 1975 CONVENTION. Travel via NATIONAL LIMITED and TENNESSEE SPECIAL from Pittsburgh to Knoxville on a lightweight ex-EMPIRE BUILDER sleeper w/shower and buffet. Aug 26 to Sept 2. For information and rates contact Lake Shore Chap., NRHS, 5808 Georgetown Drive, Erie, PA 16508.

RAILS INTO JFK. I'd like to be given the chance to try to catalyze, so as to get this done sooner and more economically cost-benefit-wise for more passengers, rather than (or in addition to) perfectly for fewer. Robert J. Swan, transit leadership - public transit catalyst, expediting the improvement of low-cost rail transit, Box 1866, Long Beach CA 90801.

AMTRAK LAW: New unofficial edition with all the latest amendments, $6. Edited by Robert J. Swan, Box 1866, Long Beach CA 90801.

IN THE PLANNING, a Minnesota Association of Railroad Passengers. All we need is members dedicated to improved rail pax service for the "land of lakes". Needed: extension of the ARROWHEAD to Voyageurs Park and Winnipeg and a route south of the Twin Cities for easy connections to Texas and California. Now is the time to begin. Thank you. Merlin L. Marlowe, RR 2, Fairfax, MN 55332.